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MADRAS WAR REVIEW

A WEEKLY BULLETIN OF THE WORLD WAR

VOL. V FRIDAY, JUNE 16, 1944 No. 41

A BRILLIANT SUCCESS

M. STALIN

THIS is undoubtedly a brilliant success of our Allies. One must admit that the history of wars does not know any such undertaking so broad in conception so grandiose in its scale and so masterly in its execution

IN summing up the results of the seven days' battles of liberation by the Allied troops who have invaded Northern France, one may say without hesitation that large-scale forcing of the Channel and mass landing of troops of the Allies in Northern France have fully succeeded

M. STALIN, in a reply to the *Pravda* Correspondent

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[NOTE.—*The summary of news and comments contained in the* MADRAS WAR REVIEW *generally relate to events and statements published till Wednesday, every week.*]

NEED FOR UNITY

"As we draw towards final victory for which we long it is fitting that we should emphasize the unity which alone can make it possible. Divided we can await nothing but confusion and ruin. United we have brighter hopes than have ever cheered mankind."

MR. CHURCHILL, *in a special message on the United Nations' Day, June 14.*

❖

WINNING IN RECORD TIME

"Men of all the United Nations have fought magnificently and are winning the battle in spite of everything that Nature and the enemy have put in their way. Now they are winning it in record time. They are sure of themselves, deservedly so and with every fresh mile of advance their spirits are rising higher."

MR. PETER FRASER, *Prime Minister of New Zealand, in a statement on Sunday, June 11.*

❖

END OF NAZI DOMINATION BEGUN

"This general Allied offensive will not cease until Germany completely collapses. We can now really say that the end of Nazi German domination has begun. Before many months pass the ruins and the terrible collapse of the so-called Reich, that symbol of the worst political evil which European history has ever seen, will become a reality."

DR. BENES, *President of Czechoslovakia, in a broadcast on Saturday, June 10.*

❖

MUCH REMAINS TO BE DONE

"After four days of fighting the Allied armies have secured a good and firm lodgment area on the mainland of France. First, we must thank Almighty God for the success we have achieved and for giving us such a good beginning towards the full completion of our task. Second, we must pay a tribute to the Allied navies and air forces for their magnificent co-operation and support, for without it, we soldiers, could have achieved nothing.

"Third, I want personally to congratulate every officer and man in the Allied armies on the splendid results of the last four days. British, Canadian and American soldiers, fighting gallantly side by side, have achieved a great success and have placed themselves in a good position from which to exploit this success. To every officer and man, whatever may be his rank and employment, I send my grateful thanks and my best wishes for the future. Much still remains to be done, but together you and I will do it and we will see the thing through to the end. Good luck to you all."

GENERAL MONTGOMERY, *in a message to his troops, on Sunday, June 11.*

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KESSELRING'S STRATEGY OF RETREAT

THE pace of Allied advance in Italy shows that Kesselring has been completely out-manœuvred by General Alexander's masterly thrust from the Anzio beachhead, which facilitated the liberation of Rome. He was till then holding the defence line facing south-east against the Fifth and Eighth Armies' frontal attacks. But the Anzio offensive seriously lengthened his line at a time when he had depleted his resources on account of the severe losses inflicted by Allied forces. The capture of Velletri and Valmontone, the two key points of Kesselring's last defence line before Rome, left little doubt that the fall of Rome could be expected early, as there was no natural barrier, such as had existed in Central Italy, between the Allied forces and the Capital. The troops which swept aside German defences in hills and mountain defiles found it comparatively easy to fight German resistance on open ground and bring about the spectacular fall of the Holy City.

THE military importance of Rome lies only in the fact that it is a bottle-neck through which all roads run. The use of airfields in the neighbourhood of the City would help Allied forces in extending the scope of their air operations to south and south-eastern Europe. The spiritual significance of Rome consists in its being the Sacred City of the Catholic Church. From the Middle Ages when Italy was considered to be part of the Holy Roman Empire, the Emperors, who were Germans, came to Rome to be crowned, and stayed in Italy long enough to prevent development of any Italian nationalism. The most important aspect of the fall of Rome is the psychological effect it has had on Europe in general and on the Balkan States in particular. The uneasiness which began among Hitler's satellites when Allied troops first landed in Italy has now considerably increased. The liberation of Rome has given them an unmistakable indication of the fighting qualities of Allied troops, the military skill of its leaders and the united strength of the Allies as a whole. But it is well to bear in mind that the overall importance of Rome should not be rated too high. Its liberation cannot be a decisive factor either in the European war or in the Italian campaign, for General Alexander has declared his object to be the destruction of Kesselring's 10th and 14th Armies, and this has yet to be achieved. Though Rome has fallen into Allied hands after long and bitter struggle extending over a period of nine months since they landed on the mainland of Italy, the Allies have not reached their journey's end.

IT may be noted here that Allied soldiers had received special instructions to abstain from all acts which might lead to damage of Rome's priceless art treasures, ancient buildings, and other monuments. That these orders were strictly adhered to was borne out by His Holiness the Pope who, in his recent broadcast, stated that Allied bombing had not caused damage to the City's religious or cultural monuments. The decision of the Germans to evacuate Rome without destroying the ancient religious and artistic treasures marks a departure from the invasion history of Italy which was ravaged by the Goths, Huns, and Vandals in the past.

THE German withdrawal from Rome is also a departure from previous German policy of not yielding territory for purely military reasons. It was because of this policy that the German High Command previously lost three considerable armies at Stalingrad, in Tunisia and in the Crimea. Considerations of prestige prevailed in these three cases over those of military necessity, and in the case of Rome, there was every reason why a bitter battle should have been fought by the Germans, for the loss of Rome at a psychological moment would be, it was only too apparent, a blow to German civil and military morale. It was therefore expected that the Germans would not abandon Rome without a final struggle.

KESSELRING, however, has chosen the better way of falling back to northern Italy fighting only delaying actions on the way. He evidently thought that there was one thing which was more important than prestige and that was the safety and security of the Reich itself. As a military commentator has pointed out, the keeping of General Alexander's forces at arm's length from the Reich has become the chief point in Kesselring's strategy of retreat. He is now withdrawing further as a result of persistent pressure by the Allied Fifth and Eighth Armies. As soon as he reaches a natural defensive terrain, his 14th and 10th Armies may attempt to stem General Alexander's advance. But it can only be a delaying action, for the complete destruction or expulsion of the Germans from Italy is only a question of time.

ALLIED INVASION CHIEFS

THE ALLIED SUPREME COMMAND PHOTOGRAPHED AT THEIR LONDON HEADQUARTERS.—(Left to right) *Lt. Gen. Omar N. Bradley, Senior Commander American Gronnd Forces; Allied Expeditionary Force; Admiral Sir Bertram Ramsay, Allied Naval Commander Expeditionary Force; Air Chief Marshal Sir Arthur Tedder, Deputy Supreme Commander; General Dwight D. Eisenhower, Supreme Commander; General Sir Bernard Montgomery; C-in-C. British Group of Armies. A.E.F. Air Chief Marshal Sir Trafford Leigh Mallory, Air C.-in-C., A.E.F. and General Walter Bedell Smith, Chief of Staff, Supreme Headquarters, A.E.F.*

RUNNING COMMENTARY

"Consternation in Germany"—German Home Front—Neutral Propaganda

A Zurich message published on Sunday last stated that according to reports reaching the Swiss frontier the news that the Allies have breached the West Wall has been received with consternation in South Germany, as most people had believed that a real Second Front had been postponed until autumn. The man in the street in Germany, it seems, is asking, "Where was the *Luftwaffe*?" The Zurich report quoted one informant as saying that all German factory workers are being armed against the eventuality of a revolt by war prisoners and foreign workers when war approaches German frontiers. Numerous passages of a similar nature from writings in the German Press, broadcasts by the Berlin Radio, and articles by neutral observers which would give a picture of Germany on the verge of collapse can be quoted, but they should all be taken with some reservation. For warning or castigating articles in German newspapers exaggerate things often in order to whip up the public for a particular purpose. As regards observers of neutral papers, they seem to allow their obvious hatred of the Nazis to colour their judgment by attaching over-much importance to particular episodes. For instance, a Swiss paper, the *Berne Tagwacht*, in discussing the attitude of the German people towards the impending Allied attack in the west speaks of their weariness and apathy. The paper writes, "In this connection we possess numerous absolutely definite and incontestable items of information. In reply to Goebbels' war cry 'Let them come,' most Germans say with a surprised sigh 'If only they would come . . .' All propaganda including

Vice-Admiral Sir Philip Vian, K.B.E., D.S.O., who is in charge of one of the Task Forces covering the present landing operations.

—*Specially drawn for the* MADRAS WAR REVIEW

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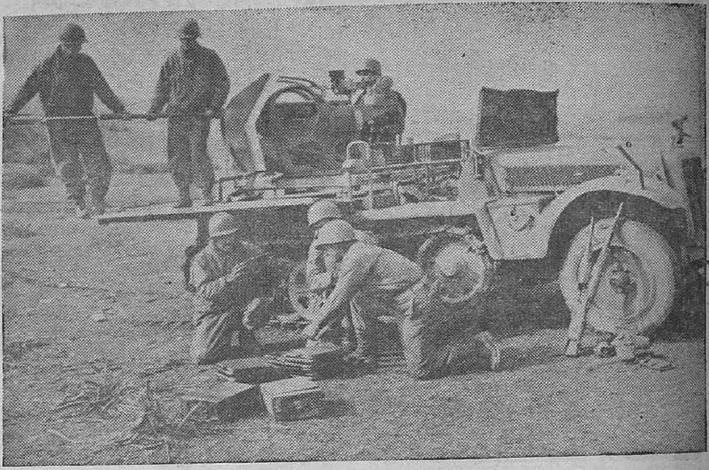
CHIEFS OF ALLIED LIBERATION FORCES.—Picture shows *General Eisenhower (Supreme Commander)* (left) *with General Sir Bernard Montgomery (in command of the Expeditionary Forces).*

enemy propaganda has been running a 'free wheel' for weeks in Germany and no longer makes any impression. The German people have become tired. The Gestapo would tell a tale of what public morale is like in the large cities. The S.S. has its hands full, and if to-day in a single city such as Berlin, a couple of dozen people disappear daily 'without a trace,' it can easily be guessed what happened to these unfortunates. For this reason, despite all the soldiers' heroism, an atmosphere has developed that can be expressed by the well-known phrase *Lieber ein Ende mit Schreckon als Schrocken ohno Endo* ('Better an end with terror than terror unending'). . . . 'If only they would come, then at least it would all be over'—that is how these people think who, in years of war, had conqured three-quarters of Europe."

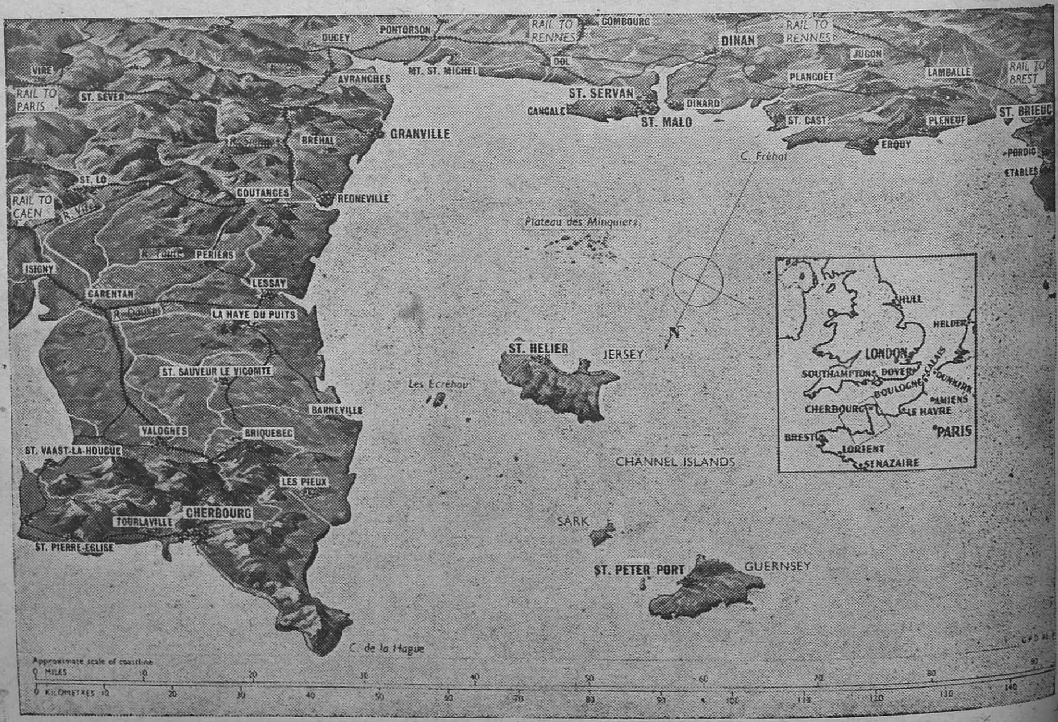
* * *

Effect of Alli d Air Raids In another Swiss newspaper an article appeared last month (May 23) from a correspondent who had just returned from Germany. He gives a vivid description of the damage done to certain industrial towns in Germany by Allied bombers, but says that the Allied air offensive has neither broken down the people's spirit of resistance nor driven wo kers away from their work in the factories by the destruction of their residential quarters. He is completely wrong in thinking that the primary purpose of Allied air attacks, is to break the morale of the people, for their principal object is only to inflict as much damage as possible upon German war-industries and railways. The correspondent pays a tribute to the "almost incredible toughness" of city workers and s ys that it is quite clear that the air offensive is continuing unceasingly to wear this spirit down. He observes: "There is a big difference between standing up to a single bombardment



UNITED STATES' TROOPS INSPECT CAPTURED GERMAN ANTI-AIRCRAFT GUN.—United States soldiers of the Alli d Fifth A my in I aly examine ammunition of a German anti-aircraft gun, captured intact on the Fifth Army front Fellow soldiers inspect the 20 mm. air-cooled, clip-fed gun mounted on a turntable at the rear end of a half-track vehicle.

INVASION MAP



INDIAN SOLDIERS IN WESTERN ITALY.—Indian soldiers of the Allied Fifth Army drive an American jeep in Western Italy.

and maintaining complete efficiency through months of air war . . . In fact, air war completely dominates life, and is almost the only topic of conversation, thus pushing far into the background events at the front or in politics."

* * *

Foreign Workers in German Factories

With regard to the workers in the factories it may be pointed out that a considerable number of them are foreigners to which reference was made in the Zurich report quoted earlier. A significant thing that has happened is the loosening-up of police control over foreign workers from all parts of Europe who number 6,500,000. Now let us look at some German claims about their treatment of these labourers. "Foreign workers now in Germany," says a recent Berlin broadcast to Hungary, "feel that they belong to a big family and are well-housed, fed and cared for." In a speech at Hamburg a month ago, Sauckel, the Labour Minister, said, "The idea of National Socialism is also behind the working effort of foreign workers who are also overwhelmed by the inner power of National Socialism. They try to equal their German fellow workers, and the majority have reached the output of the Germans. Naturally, the pre requisites are good treatment and adequate food and accommodation. Though the saboteur must be punished severely, we want to be fair towards the willing foreigner." In an account transmitted to the Far East on May 4, the Trans-Ocean Service said, "None of the former Soviet citizens working in Germany have committed act of sabotage or made Communist propaganda. Output has increased."

* * *

Menace within Germany—Authorities' Concern.

The other side of the picture has been given by a Swedish traveller in an article published in the *Arbetaren*. He says, "Thousands of Russian men and women are disappearing from their places of work. According to reliable statements, abo t 50,000 people are constantly fleeing fr m their German places of work to their homeland." The fact that sabotage by foreign workers has lowered the total production by at least 8 per cent has been referred to by the Berlin correspondent of *Dietat*. He quotes a German industrialist's statement that "the behaviour of foreign workers has become unbearable, but we can do nothi g about it as they know that we cannot do without them." Several factories have been completely destroyed by fo eign workers who set fire to them before the arrival of the Royal Air Force, thus providing targets for the bombers.

The German authorities are gravely concerned about this menace within their gates. Recently an important meeting of Nazi officers took place in Bremen, at which it was decided that necessary efforts be made to convince people that quiet and order would be maintained in pite of the presence of innumerable foreign workers.

All indications point to the fact that the German home front is n t l k ly to suddenly crack or have a spectacular collapse. What seems likely is that it will rather sink gradually into a stupor.

INDIANS AND CANADIANS TOGETHER IN ITALY

Indian troops in Italy have been working with Canadians using Sherman tanks. Indian troops have never had better tank support than they received in the Gari crossing, writes an Indian Army Observer. They have learned to appreciate the help which tanks can give them in fighting in close country and they certainly admire the dash with which the Canadians have gone ahead of the infantry in order to destroy enemy tanks and self-propelled guns and thus facilitate the advance. The Canadians have taken great risks, in their opinion justifiable, and the results have been magnificent.

The Canadians for their part like the Indians. "They are hard-working and cheerful," one Canadian told me, "and Jeez, can they fight!"

A country doctor on his rounds narrowly escaped running over a Home Guard writhing in apparent agony in the middle of the road. Stopping his car he got out, bent over the man, and asked: "What's the matter? Where's the pain?"

"There isn't any pain," the man replied. "This road is supp sed to be a deep river, and I can only swim on my back."

* * *

The sergeant raged at his squad of recruits, for they turned left when they should have turned right and *vice versa*. Private Higgins was the greatest off nder, and the sergeant going up to him, bawled in his ear: "Haven't you ever drilled in your life."

"Yes, Sergeant," replied Higgins, "I once drilled for three years."

"Oh indeed ... .and where?" snapped the sergeant.

"In a quarry!" grinned Higgins.

* * *

An Army officer, noted for his imperturbability, was in the back of a motor-car which fell over a low cliff.

Miraculously, nobody was hurt, but as the car came to rest in the water a dispassionate voice was heard from the rear seat: "How frightfully Gadarene."

SOCIAL RIGHTS*

By R. GALLETTI, I.C.S.

IN the last talk, I began an enumeration of the rights, which, taken together, constitute the English system of freedom. I spoke of physical freedom and the right to a free enjoyment of property. I said that the English were now facing the need to regulate the right of property. Listen for instance to Professor Tawney:

"It sometimes seems that we know everything about the economic system except the purpose for which an economic system exists . . . That purpose, is, or ought to be, plain enough. It is the conquest of nature, by co-operative effort, for the service of man. Industry, therefore, is a social function. It is to be judged not by the dividends which it yields but by the service which it renders . . . That principle . . . will lead us to look with a severe eye on the neglect, under-utilization, or wasteful exploitation of natural endowments—whether land, timber, minerals and other productive assets, or places of beauty and amenity—whose development or preservation is the common interest of the whole nation, including posterity as well as ourselves. We have scandalously misused them in the past, sometimes because there was money in them, sometimes because there was not. We ought now to resolve to take a long view and to exercise our stewardship in the spirit, not of a profiteer on the make, but of a responsible trustee. Clearly, in the second place, when we hear the term "property" used, we shall be careful to discriminate between different species of this ambiguous genus. While recognizing that some forms of property are generally beneficial and desiring to extend them as widely as possible, we shall also be forced to admit that some others confer on their owners a degree of power which is too great to be exercised by private persons, and that others again amount to little more than a right to levy private taxation on one's fellow-citizens. We shall not allow ourselves, therefore, to be bludgeoned by a word into shrinking from the plain duty of requiring doubtful cases to produce their social title-deeds. Such cases are not few. Clearly, to give a third example, we shall realize that the moment has arrived for a thorough-going revision of conventional conceptions of the respective spheres of public and private enterprise. Whether an undertaking is properly to be regarded as invested with a public significance depends, not on the term used to describe it, but on the facts of the case. It is a question of the nature and magnitude of the interests involved in it; of the number of persons dependent on, or affected by it; of the place which it occupies in the economy of the nation. In a closely integrated economic system like our own, various services which, in a more loosely-organized society, were naturally left to private control, are, on a realistic view, public, since the greater part of the public is vitally interested in the manner in which they are conducted.

"If, for example, as some competent economists tell us, it is possible for the State, by controlling credit policy, to avert or mitigate cyclical depression, then clearly it ought to possess whatever powers, whether by way of ownership or regulation, may be needed for that purpose, for depressions are responsible for more misery and waste than anything except war."

PROPERTY RIGHTS

And listen, too, to Walter Lippmann—(even if he is an American)—" . . . the rights of any man upon the earth must be reconciled with the equal rights of other men, not only of living men but of the unborn generations. No one in his senses can therefore believe in an absolute right of property which would permit the transient possessors of the land to destroy its fertility, to burn down forests, to cause the streams to dry up, to squander at will the minerals under the surface. These owners did not make these resources. They are unable to re-create them. What title have they, then, to claim that posterity has no rights which they must respect?"

"And, likewise, no one believes in an absolute right of property which gives such exclusive possession that property owners can so monopolize the land and the resources that other men can live only by paying the price they choose to exact. Men may pretend to believe in such a theory of property. In practice it is unworkable. The dispossessed and the disinherited will haunt them and terrorize them. The desperate insecurity of all private property in the modern world is due to the fact that the propertied classes in resisting a modification of their rights have aroused the revolutionary impulse to abolish all their rights. Modern bolshevism is the product of the attempt to make property an absolute right."

I now come to a pair of rights which the Englishman demands as a man living in an organized society. The first is one more evident in England than almost anywhere else and the occasion of much wonderment in visitors from other lands—the right to a man's own personality, the objection to intrusion and compulsion on even the best grounds and from even the best motives. It is said that the Englishman's home is his castle; that the English do not mix—and so on. The English are notorious for their idiosyncrasies and eccentricities and their remarkable disregard for other people's ways and wishes. The ability to call one's soul one's own is the very core of liberty for the English. It made them among the most successful Protestants in religion and among the best fighters for freedom of worship, which they triumphantly asserted in the end not only in the American colonies, many of which were founded for this specific purpose, but also by stages in England till the toleration desired by Cromwell was confirmed by the Catholic Emancipation of 1830. (The same spirit speaks in Milton's defence of the freedom of the Press.) In some ways this right, which might be called the right to be wrong, is due to the sin of pride. But the English and the Americans perhaps even more, think a man must be allowed to make his own mistakes, since otherwise he will not have the chance to make his own glories. "If every action (says Milton) which is good or evil in man at ripe years, were to be under pittance and prescription and compulsion, what were virtue but a name, what praise could then be due to well doing, that gramercy to be sober, just or continent?"

This sort of feeling appears in all classes. The English poor are at one in this with the 'milor' and 'superior

* This is the third talk broadcast from A.I.R., Madras, on 9th June 1944 by Mr. R Galletti, I.C.S., in the series "The Concept of Freedom." The first and second talks were published in the *Madras War Review* of 21st April 1944 and 19th May 1944, respectively.

person.' C. F. G. Masterman, writing on "The Condition of England" before the First World War, says on this point:

"All that the poor want, runs the popular Socialist declaration, is that the rich shall get off their backs. All that the poor want, would be a truer aphorism, is to be left alone. They don't want to be cleaned, enlightened, inspected, drained. They don't want regulations of the hours of their drinking. They assiduously avoid the hospitals and parish rooms. They don't want compulsory thrift, elevation to remote standards of virtue and comfort, irritation into intellectual or moral progress".

"Not only England, but every Englishman, is an island" is a true word spoken in jest. And so long as each Englishman feels strongly the desire to be left alone, he is willing to leave others alone, so that Englishmen suffer fewer infringement of their personal freedom than men who are more willing to be reformed and made over according to the prescription of zealots and revolutionaries. The persistence of a class structure, which seems to some observers to show that England is not really a free country, is actually a measure of the degree to which the English are willing to live and let live. The master, the policeman, the magistrate and the legislator are the more easily tolerated because they know better than to intrude too far or to compel too briskly. Persuasion and compromise flourish where a people cannot easily be forced; and in the end it is the English man's personal independence and self-reliance which has given him Government by discussion, self-Government in local affairs and representative institutions.

FREEDOM OF ASSOCIATION

But the next right to be mentioned is equally characteristic and oddly enough springs from the same root. The Englishman claims the right to enter into social and commercial relations at his pleasure. He wants to be left alone—in order to choose his own friends and associates, form clubs, organize parish councils and philanthropic societies, enter into business of his own choice and deal with any persons whatever. The English have placed freedom of association for pleasure or business very high in their list of things needed. It is not accidental that they did much of the pioneer work in designing organs of local-self Government, trade unions, co-operative organizations, and the harmless necessary clubs. As soon as one type of association becomes obsolete another type better adapted to the age springs up and flourishes; and if the Government of the day disapproves and seeks to repress it, it only flourishes the more.

The Joint Stock Company and the Limited Liability Company were invented in a country where men could associate easily and without incurring the suspicion of the authorities. It was also a country where movement from place to place was unrestricted. In spite of the old Poor Laws which tried to restrain the labourer from changing his parish, the Englishman seems to have got used to changing his abode earlier than the inhabitants of other countries particularly in going to London to seek his fortune. And good communications arrived together with the reformed Poor Law to give him a freedom of movement never before known and a freedom of association over a wider area than could have been covered by one organization before. The further freedom of communications given by the penny post helped an ample use of the right of association, while no English Government ever found it necessary to fear associations, even when the Chartists were led by men who exhorted them to violence.

POLITICAL ASSEMBLIES

Here the rights I have classed as social overlap with those more properly described as political. Association like the Chartists have political objects and their public meetings are political assemblies—even if many of the listeners go really to be entertained. To the stranger one of the wonders of the fabulous English island has been the complete freedom of gathering in Hyde Park, where policemen ignore orators preaching the most outrageous doctrines of violence and rebellion. But Hyde Park crowds are not usually political, and it is much more to the credit of the English people that freedom of assembly for political purposes and opposition to the Government in power has been maintained unimpaired (except during the period of reaction in Napoleon's time and after) even through great crises. The views expressed by Lord Russell at the time of the Chartist agitation have held the field:

"The people have a right to meet. If they had no grievances, common-sense would put an end to their meetings. It is not from free discussion that Governments have anything to fear. There was fear when men were driven by force to secret combinations."

The right of assembly was one of the contributions made by English tradition to the Americans and embodied in the Constitution of the United States. In England as in the U.S.A. It is one of the most cherished of all liberties, and rightly, because without it the right of free speech, once a privilege of Parliament but afterwards successfully claimed for citizens in general, would be whittled down. It has been observed that it is not the right to speak that is important but the right to be heard; and as the written word has not the same impact as the spoken, and the right of free speech on all subjects has not been extended to broadcasting, the free public meeting is still a prime factor in politics.

LIBERTY IN TIME OF WAR

The English expect some curtailment of this liberty in time of war, as in the Napoleonic period already mentioned and in the last World War and again at the present time; but they are jealous of the encroachments of Government and lodge their protest when the aim of the curtailment seems to be to prevent legitimate criticism rather than to prevent discouragement of the people and aid and comfort to the enemy. Listen to Ivor Jennings:

"On one occasion recently (a debate on civil liberties, be it noted) the Government's majority fell to 28. Indeed nothing shows more emphatically the essentially democratic nature of our war-time Government than the debates on the internment of aliens, the exercise of powers of arrest without trial, and the creation of special criminal courts. These debates occurred too, in July and August 1940, when German guns could fire across the English Channel, when from a ring of bases from the Arctic to the Bay of Biscay invasion of these islands was being threatened, when German fighters and bombers were seeking supremacy in British air, and when two-thirds of the broadcasting stations of Europe were prophesying the immediate downfall of the British Empire. While these conditions were in operation, Parliament was insisting (and was compelling the Government to give way) that innocent aliens ought not to be interned, that popular opinion ought not to be suppressed, and that trial by courts-martial was not justified even in war time . . . It was not only magnificent, it was democratic war."

WOMEN HELP THE NAVY

WOMEN DO THEIR BIT FOR THE NAVY—Formation of the Naval Wing of the Women's Auxiliary Corps, India, has given women new opportunities of assisting their menfolk in the defence of India. Officers and auxiliaries—as the "other ranks" are called—assist the Royal Indian Navy by performing important secretarial duties and helping in the transmission of Naval messages. They have taken to their work with enthusiasm, and their number is constantly increasing as more recruits come forward to do their bit for the Navy.

This photograph, in a shore establishment of the Royal Indian Navy, is of Chief Petty Officer Kelly (Master-at-Arms) of the W.A.C. (I) Naval Wing.

"THE Navy—why, that's a man's job." So many people think, picturing smart Naval officers and ratings going about their duties.

Well, the Navy once was a purely masculine institution, but in Great Britain the Women's Royal Naval Service ("Wrens" for short) have long played an important part in releasing men for combatant duties afloat, and more recently the Royal Indian Navy has followed suit. There are women serving with it as officers and auxiliaries. Among the places at which they are working is Karachi, where they are engaged in operating and attending to ingenious instructions used in gunnery training. Some of them are employed in estimating the accuracy of anti-aircraft gun-fire in practice "shoot", thus enabling guns' crews to see what results they have achieved.

All this represents a big development. Not long ago you saw men and men only—parade in their hundreds on the quarterdeck of H.M.I. Signal School at Bombay. They are now joined by women, each dressed in a white sari, or blouse and skirt, crowned by a naval cap perched at a saucy angle.

These are members of the Naval Wing of the Women's Auxiliary Corps, and they attend the signal school for two weeks' preliminary training in Naval organization, followed, if they are destined for the Communications Branch, by six weeks' instruction in cyphering and coding.

A revolutionary change for a Naval establishment, but the girls take their work very seriously, and have won golden opinions for their keenness to learn. They attend their own classes, and, when the day's work is over, have a pleasant and roomy hostel to rest to, situated just north of Malabar Hill within sight of the sea.

After serving for six months, an auxiliary—as a woman rating is called—can apply for a commission, or she may be recommended for one earlier if she had shown special aptitude. She then takes a two weeks' course in H.M.I.S. Feroze, the training establishment at Bombay for officers of the Royal Indian Navy. And that's a big change too, for until the W.A.C. (I) Naval Wing was formed, no women had entered the establishment.

But one fine day the prospective W.A.C. (I) officers marched firmly in and started to learn about the administration of a warship, about bells and dog watches, and what a "make and mend" is (that, at all events, must have struck a familiar note).

Later they were taken round the Dockyard and were shown over warships, where the bearded sailors gasped at the unwonted spectacle, but recovered their equanimity in the face of such a business-like desire to learn. For living quarters the W.A.C. (I) officers were given the pleasant building known as Admiral's House, where the nautical atmosphere is enhanced by stirring pictures of sea battles and other mementoes of India's long Naval history.

Every women who joins the W.A.C. (I) Naval Wing serves in a shore establishment in India either at a port or at Naval Headquarters in New Delhi—and so releases a man for active service.

Auxiliaries act as cypher and teleprinter operators and in other ways help to keep the world-wide network at Naval communications functioning smoothly. Others are engaged in secretarial duties and in assisting gunnery training. With promotion responsibilities increase, leading to key appointments at Naval Headquarters and elsewhere.

Serving in the Naval Wing are women from Madras, Bengal, Rajputana, the Punjab, Bombay Presidency and other Provinces and Indian States as well. There are Hindus, Muslims, Parsees and Christians among them.

More members are wanted, to help to relieve the strain on India's manpower, and they may either volunteer for local service only, or else elect to be posted to a port or to Naval Headquarters required by the Navy.

GIRLS WHO CHOSE SERVICE IN FORWARD AREAS

Girls of the Naval Wing of the Women's Auxiliary Corps (India) who have volunteered for service in forward areas are doing valuable work for the Royal Indian Navy at Chittagong.

They are engaged in important secretarial and signals duties, and their presence is also valued because every girl who joins the Naval Wing of the W.A.C. (I) releases a man for active service.

Regard for their welfare has been shown by providing the Naval W.A.C. (I)s at Chittagong with a comfortably furnished hostel, one of the rooms of which can be used for dances. High ranking officers of all three services attended the opening ceremony recently.

The girls of the unit at Chittagong come from various parts of India and Burma, and are proud to be doing their bit in the war against the Japanese.

C. P. O. Jessie Smart of Tavoy and Leading Auxiliary Doris Willson of Akyab told an R.I.N. Observer that they were glad to be so near Burma and were glad to be so near Burma and the Japs' expulsion would enable them to visit their homes again.

A snobbish old Major was asked by a firm if he would recommend a certain man for a job. The Major wrote back as follows:—

"Mr Blank is an excellent young man. He is a son of Major Blank, grandson of General Blank, cousin of Sir Henry Blank, nephew of Lord Blank, and he is otherwise well-related."

The Firm wrote back: "Thank you very much for your letter of recommendation concerning Mr. Blank. But we must point out that we require him for clerical work—not for breeding purposes."

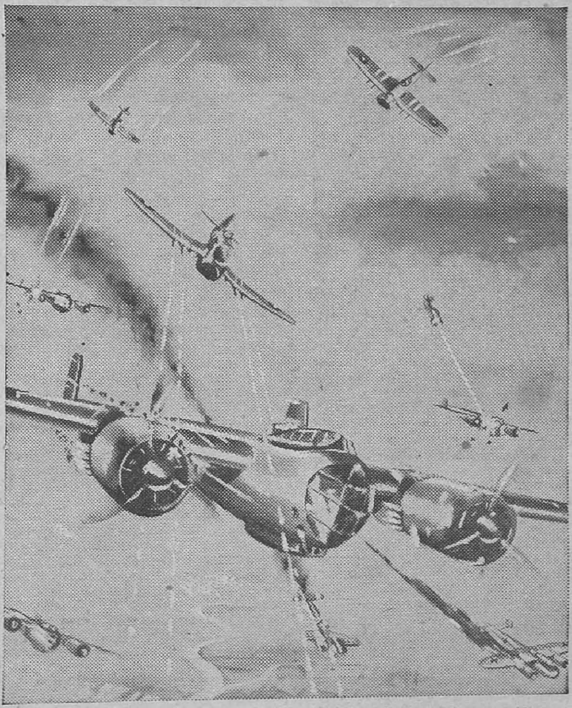
FIGHTERS OPEN WAY FOR DAY RAIDS ON GERMANY

(By An Air Correspondent)

TWO things can be regarded as chiefly responsible for the ultimate penetration of the British-based American heavy bombers to Berlin. Those two things are tactical ingenuity and sufficiently high production to make its application possible. And fighter production and not bomber production is the vital element.

For enemy fighters do make contact with the bombers and generally take toll of them. Bomber units of the Eighth Air Force found out for themselves that this was true as soon as they began their raids on German-occupied Europe rather more than a year ago. For a time they met the Germans with the concentrated fire of cleverly arranged formations. Gradually they came to the conclusion that wherever German fighters were likely to appear in droves, some additional protection would be needed. In providing themselves with that protection the Americans have done an excellent piece of work.

If the heavies were to go to Berlin from British bases, they had to face a journey of 500 miles each way and the prospect of fighting over a distance of about 300 miles on the way in, and another 300 miles on the way out. Fighter escort for a trip like that would have been impossible in 1939. A fighter which could carry enough fuel for 1,000 miles and enough ammunition for 600 miles of combat would have been so big and heavy that it would be no match for the short-range, single-engine fighters the Germans could send up from home bases.



R.A.F. TYPHOONS SHOOT DOWN ELEVEN DORNIERS.—On one of their many patrols over German-occupied Europe a squadron of R.A.F. Typhoons spotted a formation of 14 Dorniers and shot down eleven almost before the enemy knew they were being attacked. Allied air superiority over the Channel is proving a formidable weapon. Such patrols as this do extensive damage to enemy locomotives, aircraft, troop concentrations, etc.
Picture shows *an artist's impression of the Typhoons in action.*

PROBLEM TACKLED IN 1940

The idea of taking the high-performance, single-seat fighter and giving it extra range was tackled by the British as soon as the evacuation of France showed that they must thenceforth rely only on bases in Britain. The Americans followed the same line in seeking a solution and the external, detachable tank is the answer. These tanks are usually stream-lined, egg-shaped containers set under the wing towards the tips. In the Spitfire the auxiliary tank is wedge-shaped and fits close up under the centre section of the wing virtually under the fuselage. They may carry between them anything from 90 to 150 gallons.

The wing tanks can be shed like old slippers the moment the fighter sees a combat in prospect or as soon as all the fuel in them has been used. When once they have been allowed to fall away the fighter is as good in speed and powers of manœuvre as ever it was. It has gained a range without sacrificing performance.

That range can only be useful to it so long as the fighter has ammunition left to use against the enemy. When the ammunition is finished it goes home. And most fighter pilots find their ammunition boxes empty after they have pressed the firing button, at most, six times. Ammunition, therefore, remained a limiting factor. The solution of that puzzle was to throw fresh fighters into the battle at the time when those on duty might be reckoned to be coming to the end of their bullets or shells.

MUST BE IN STRENGTH

That was the point at which supply became vital. Plenty of fighters would be needed if they were to fly out in relays to provide escort reliefs at successive stages on a long journey. The heavy bombers, now attacking Germany in daylight, are going out by the hundred. The Germans send their fighters up in great numbers to attack them. One pilot who went to Berlin estimated that something like 150 fighters delivered attacks on his formation as it made its bombing run over the city. The Mustangs which look after the most distant stages of the journey needed to be there too in strength.

Lightnings and Thunderbolts shared the escorting work on the earlier stages. They were enabled to reserve their strength for the fighting over Germany by British Spitfires which covered the bombers on the way across the North Sea and into occupied Europe.

Their fighter units have provided the lever which opens up Germany—the most heavily screened parts of Germany—to the big bombers by day. They are proving the way for daylight raids comparable in weight to the night raids the British have been making.

MOTH TO MOSQUITO

By S. E. VEALE

WHEN Geoffrey de Havilland, a young draughtsman in the drawing office of a motor firm, resolved to become a pilot, there were no flying schools to teach him. No one, in fact, had then flown in England and few shared his ambitions.

Undeterred, he threw up his job, built an aeroplane, taught himself to fly, became a designer of aircraft and for more than 20 years now has been the main inspiration of the de Havilland Aircraft Company, Limited, one of the pillars of Britain's Aircraft industry and the originators of the magnificent Mosquite.

BECAME GOVERNMENT DESIGNER

De Havilland's first attempts to fly extended over several discouraging weeks, but ended abruptly. The aircraft which he, his wife and a friend had built for the 50 h.p. aero-engine he had designed, showed no inclination to fly, but one day leapt into the air only to crash a moment later. The disconsolate trio gathered up the pieces and returned to their South London workshop.

In time, another aircraft emerged. This was a success and de Havilland learned to fly. Unfortunately, in the hour of his triumph his money ran out, but he sold his aeroplane—and the services of himself and his friend—to the Balloon Factory at Farnborough—later re-named the Royal Aircraft Factory—and became a Government designer. That was in 1910, two years after the urge to fly came upon him.

SERVED IN ROYAL FLYING CORPS

During the four years he remained at Farnborough, de Havilland was largely responsible for all the designs produced there. Among them was the B.E. series, used extensively by Britain's Royal Flying Corps in the early months of World War I, and built under licence in many factories while private designs were being developed. Early in 1914, he left to join the newly-formed Aircraft Manufacturing Company.

When war broke out, he was an officer of the Royal Flying Corps Reserve and in August, 1914, went to France with his squadron. His stay was brief. He was ordered to return to his drawing board, and in the following four years designed many types of aircraft, including the D.H. 4, D.H. 9, D.H. 9a, and D.H. 10.

The D.H. 9a not only took part in the war, but remained in service with the Royal Air Force for twelve years after the Armistice! The D.H. 10 arrived too late to take a big part in operations, but it was an outstanding design and would have been a weighty addition to the Allied bomber offensive.

In 1920, the Aircraft Manufacturing Company was wound up, but such was the confidence in its designer that new money was readily forthcoming to keep his creative mind busy, and on September 25, 1920, the de Havil'and Aircraft Company, Limited, was registered as a private company—under the least favourable circumstances.

FUTURE STAKED ON CIVIL PLANES

The new venture was launched during a period of acute depression and the decision was taken to stake its future on civil and commercial flying and to seek no military orders. That was the boldest step of all, but the company's record to-day testifies how firmly it was adhered to, and what handsome dividends it paid.

From 1928 until 1939 every aircraft except one which was designed and produced by the de Havilland Company was basically a civil type, though some were converted to, or used for, military purposes.

In designing their civil types, de Havil'ands enjoyed a scope which left them free to give full expression to their own ideas, and they quickly made a reputation for meeting each new need as it arose.

One of the earliest of their designs was the D.H. 34, an air liner which could carry ten passengers at a speed of 105 miles per hour on a mere 450 horse power. It was produced so that British Air lines could combat foreign subsidized competition. Such a revenue-earning capacity had never before been attained.

Some years later, Edward Hillman, head of a big road transport concern, decided to challenge the Government's monopoly air line company and run air services between London and the Continent. He asked de Havillands to build him an air liner to cost no more than £500 a seat. The result was the twin-engined Dragon which, on a total of only 260 horse power could cruise at 109 miles per hour with eight passengers. Such was its economy of operation that after the original order had been completed, hundreds were sold all over the world.

MOTH FOUNDATION OF PROSPERITY

In the early 1920s, the Government sought by means of official competitions to discover the best form of light aircraft with which to popularise flying in Britain. The results showed that the Air Ministry had aimed too low, and de Havillands built the Moth, a two-seat biplane rather more powerful than those taking part in the competitions, but still of modest performance.

The Moth had an instantaneous and phenomenal success, and within a few years of its appearance in 1925 was in use by scores of flying clubs, was owned by hundreds of private pilots, and had been flown all over Europe, Asia, Africa and Australia. Epic flights, many of them by women pilots flying alone, were made with it between England, India, South Africa and Australia, and orders for it poured in from many lands.

The Moth was the foundation of the de Havilland fame and prosperity and the forerunner of a large family of Moths, some biplanes, some monoplanes, each meeting a different need. Among them were the Puss Moth, Leopard Moth, Hornet Moth, Fox Moth, Tiger Moth, Hawk Moth and the Moth Minor.

The Tiger Moth was chosen by Britain's Air Ministry as one of the two standard basic trainers of the Royal Air Force, and in the past seven years, thousands of pilots have been trained on it.

EXPANDED INTERESTS

Perhaps the most notable civil aircraft ever built by de Havillands was the Comet. This was designed specifically for the England-Australia Air Race of 1934. Three were built, and that flown by C. W. A. Scott and Campbell Black won the race at an average speed of 160 miles per hour covering the 12,000 miles between Mildenhall (England) and Melbourne (Australia) in 71 hours 18 seconds.

Because it was a racing type, its development was not continued, but to-day, its outline can be traced with little difficulty in the shapely form of the Mosquito.

The fame of the de Havilland Company rests for the moment in the Mosquito, one of the war's most versatile and efficient aircraft. Though a twin, it is faster than the enemy's fastest single-engined fighters, and has been put to many uses. As an unarmed bomber it has raided deep into Germany, often making visits to Berlin and equally distant points. As an offensive fighter it has wrecked scores of locomotives and other transport vehicles in France and the Low Countries, and as a defensive fighter it has destroyed many of the enemy's fastest fighter-bomber over Britain by night.

AIR SEA RESCUE

After a search lasting for sixteen hours, the crew of pinnace belonging to the R.A.F. Air Sea Rescue service picked up a couple of survivors from an aircraft which had crashed to the sea west of Ceylon. The Master of the pinnace was Sgt. J. D. Linklater of Tynemouth, Northumberland, who is well known as a cartoonist. It was in the late afternoon that a message was received to the effect that an aircraft was in distress over the sea and when no further news was forthcoming a high speed rescue launch was sent out to search the area where the aircraft was last reported. At 10-25 p.m. a further launch was sent out to assist along with the pinnace under the direction of Sgt. Linklater. A call for personnel to man the latter was answered not only by members of the Air Sea Rescue service but by airmen of a balloon squadron who had had experience in handling boats. All night the search continued and at dawn the boats joined by a Catalina and other aircraft. At 10 o'clock twelve general reconnaissance planes were sent out to assist the search. Fifteen minutes later Linklater's crew found a deflated dinghy floating in the sea but afterwards the survivors were spotted. They were wearing their Mee Wests and were about twenty yards apart when we found them said Sgt. Linklater. They had then been in the water for eighteen hours and during that time were troubled by attacks from dogfish.

PLANNING A LARGE SCALE R.A.F. BOMBER RAID.—Perfect co-operation, organization and understanding is needed from the C.-in-C., Bomber Command and his staff down to the tail gunner of an aircraft, if a large-scale bomber attack is to be a success. An enormous amount of detailed organization, close study of intelligence reports and hard work is entailed before the crews are briefed.

Picture shows *the chief navigator starts plotting the course—part of the R.A.F. preparations for a big raid.*

SESHIAH, THE CURIOUS VILLAGER

(*By* R.G.)

CANTO I

Fourth Instalment

" But these great men " Seshiah said
" Have told us we'd be better dead
Than bound and ground as now we are
Beneath a vast imperial car,
A set of miserable slaves
Owned by the mistress of the waves.
If we are slaves, how can we be
Worse for the loss of liberty ? "

Seshiah's friend, before he spoke
Roared out his laughter at the joke.
Seshiah winked, and so expressed
A modest pride in his own jest.
" We're slaves, ha ! ha ! " they both guffawed ;
Like crows with merriment they cawed.
" My friend " at last that other said,
" From what I've heard and what I've read,
I doubt if anywhere you'll find
A law more certainly designed
To make you free and keep you free
Than that which for a century
Throughout this land has stretched its arm
To keep the common folk from harm,
And curb in turn the bandit prince
Whose raiding cavalry would mince
The villages and far and wide
Spread terror through the countryside—
The petty tyrant, clerk or karnam,
Who in the old days would learn 'em
To pay the mamul, lest a worse
And sadder fate befall the purse—
The grim dacoit—the smooth-lipped cheat—
As well as mighty despots. Bleat,
You silly sheep, who would be shorn
Of all your fleece and left forlorn,
Had not the British lion's paw
Struck down the wolf, laid down the law."

" I rather think " Seshiah said
" You've hit the nail upon the head.
I doubt if Mogul potentates
Would have allowed the wild debates
We've heard since I was very young
Or let those frantic songs be sung
Saying foreign rulers should be hung.
Free speech we've certainly enjoyed,
Perhaps with licence too alloyed.

And men have met quite openly
To challenge Government's decree.
The papers, which I cannot read
But listen to with patient heed,
Scream rage and roar and rant and rave
Unlike a well-conducted slave ;
And when our M.L.As. assemble
I gather that they do not tremble
Or dread the Governor's strong hand
As would a truly servile band
And when I ask who makes the laws
These M.L.As. claim the applause.
Perhaps in fact we are as free
As any man can hope to be."

SIX SOVIET SOCIALIST REPUBLICS

UKRAINE

[*Area*—578,000 *square kilometres, population*—40,000,000, *capital—Kiev, population before the war*—846,000.]

THE Ukrainian Soviet Socialist Republic (the Ukraine) is situated in the south-west of the U.S.S.R., and is bordered on the south by the north coasts of the Black Sea and Azov Sea, on the east by the region which adjoins the Don River, and on the west by the north-eastern slopes of the Carpathian Mountains. It has a fertile soil, a mild humid climate, and is rich in mineral deposits such as coal, iron, ore, manganese, salts, oil and building materials, with navigable rivers which are vast reservoirs of cheap energy. Since the Soviet system was established the Ukrainian Soviet Socialist Republic rose to the level of the great states of the world. In economic development and population it is the second largest republic in the U.S.S.R. Before the present war the Ukraine produced 54 per cent of the coal, 60 per cent of the pig-iron, 48 per cent of the steel and 35 per cent of the manganese ore turned out in the Soviet Union.

PROGRESS ON ALL SPHERES

The political, economic and cultural growth of the Ukraine began with the establishment of Soviet power, at the end of 1917. In 1922, the Ukrainian Soviet Republic, jointly with the other Soviet Republics, formed the Union of Soviet Socialist Republics.

Until the autumn of 1939, western Ukraine remained under the rule of the Polish landowners, who greatly oppressed the Ukrainian people. In September 1939, Hitler Germany attacked Poland. In view of the collapse of the Polish state, the Soviet Government ordered the Red Army to take the western Ukrainians under its protection. The National Assembly of Western Ukraine, which was elected by universal suffrage, resolved to affiliate to the Soviet Union as part of the Ukrainian Soviet Socialist Republic. The Supreme Soviet of the U.S.S.R. granted the petition of the population of Western Ukraine and on November 1, 1939, that territory became an inseperable part of the Ukrainian Soviet Socialist Republic. Thus, for the first time in their history, the Ukrainian people were united in a single Ukrainian state. The affiliation to the Ukrainian Soviet Socialist Republic marked the beginning of the economic and cultural development of western Ukraine.

The Ukraine is inhabited by Ukrainians, who constitute 80 per cent of the population—and also by Russians, Jews and Poles, who enjoy equal rights with the Ukrainians.

COAL CENTRE

The Ukraine was the premier coal and metallurgical base of the Soviet Union. In 1937, the industrial output of the Ukraine was 8.3 times greater than in 1913.

In 1940, the Donets Basin produced nearly 100,000,000 tons of coal. The first-grade iron ore of Krivoy Rog and the manganese of Nikopol were transformed into pig-iron, steel and metal goods. The Ukraine in that year produced about 9,400,000 tons of pig-iron and 9,200,000 tons of steel. It manufactured railway engines and cars, tractors, turbines, harvester combines, and mining and agricultural machinery for all parts of the Soviet Union. It also produced mineral fertilizers, soda, glass and cement. The output of the sugar, meat-packing, flour-milling, distilling, oil-crushing and dairy industries reached great dimensions. Fishing was developed on the Black Sea and Azov Sea. The Ukraine possessed a far-flung network of electric power-stations. The Dnieper Power Station, the largest in Europe, was famous throughout the world. The cities of the Ukraine, both old and new, developed rapidly. During the past 25 years, 77 new cities and 285 industrial settlements were built.

AGRICULTURE

Agriculture also made tremendous headway. Before the war the Ukraine was one of the largest granaries of the U.S.S.R. and produced 44 per cent of the winter wheat and 74 per cent of the sugar beet crop of the Union. Twenty-five million hectares of land were planted with cereal and industrial crops. Millions of head of cattle; pigs, sheep and poultry were raised. The orchards of the Ukraine were famed for their apples, plums and cherries. In the south, high grades of grapes were cultivated. Ukrainian agriculture was highly mechanized; 90,000 tractors and 30,000 harvester combines operated in her fields. The Ukrainian peasants were organized in collective farms.

During the gloomy reign of Tsarism, Ukrainian culture was persecuted. Instruction in the native language was prohibited. Only 25 per cent of the population was literate, and these mainly in the Russian language. Before World War I only 1/3rd of the children attended school. The same was true of Western Ukraine while it was under the rule of the Polish landowners. There, 60 per cent of the population was illiterate. Nearly all the Ukrainian schools were closed.

In 1939, 85 per cent of the population of Soviet Ukraine, not including Western Ukraine, was literate, 5,500,000 children attended school, 3·2 times as many as in 1913. Before the present war there were in the Ukraine 129 higher educational establishments and the number of students attending higher and secondary technical educational establishments exceeded 275,000, almost 8 times as many as under Tsarist regime. The Ukraine had about 40,000 libraries and a vast network of scientific research institutes, headed by the Academy of Sciences of the Ukrainian Soviet Socialist Republic. Hundreds of newspapers were published in the Ukrainian and other languages.

THEATRES

All the towns and a good many villages had theatres. The country produced numerous talented poets, prose-writers and artists. All the nations of the Soviet Union cherished the literary heritage of the classical Ukrainian poets like Shevchenko, and novelists like Franko. Under Soviet power the Ukrainian people developed their culture to an exceedingly high level, playing a foremost part in every field of social endeavour. The world-famous Stakhanov movement originated in the Ukraine.

The hordes of Hitler Germany and her vassals temporarily seized the land of the Ukraine with the object of enslaving the people and of plundering their country.

But this is not the first time that the Ukrainian people have had to withstand the tyranny of German oppressors. The German hordes drenched the soil of the Ukraine with blood and devastated the land in 1918. but with the fraternal assistance of the Russians, the Ukrainian people expelled the invaders from their country. In the war against the Hitlerites, the Ukrainian people are again fighting self-sacrificingly for the honour, freedom and independence of their Soviet land.

After the attack of Hitler Germany on the U.S.S.R., Ukrainian industry was evacuated east, where it has been working at full blast, providing the Red Army with the wherewithal for the complete destruction of the invaders.

The sons of the Ukraine are fighting in the ranks of the Red Army and, united in partisan groups, they are also inflicting upon the enemy crushing blows in his rear. In the summer of 1943, the Red Army began to sweep the German invaders out of the Ukraine.

On November 6, 1943, the valiant Soviet troops freed the Ukrainian capital, Kiev, from German occupation.

ESTHONIA

[*Area*—47,500 *square kilometres, population*—1,131,000, *capital—Tallinn, population before war*—147,000.]

The Esthonian Soviet Socialist Republic (Esthonia), is situated on the Baltic coast, between the gulfs of Finland, and Riga, and on the numerous adjacent islands. It occupies a plain intersected with low hills and river valleys. Its mild and humid climate (the Gulf of Riga hardly ever freezes over round the shores of Esthonia) facilitates the cultivation of a number of agricultural crops, although the ashy and the boggy soil requires large quantities of fertilizers and drainage. Coniferous and other forest cover 20 per cent of its area. The mineral resources of the country are shale—the deposits of which are estimated at 5,000 million tons—peat, phosphorites, dolomites, and blue clay.

THE PAST

Until the end of World War I, Esthonia was part of Russia and was connected with her by historical destiny, joint struggle against foreign invaders (Germans and Swedes) and

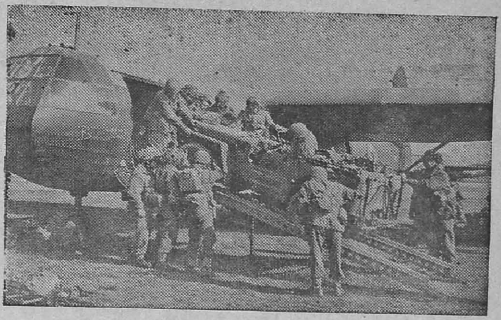
(*Continued on page 16.*)

AIRBORNE TROOPS "RAIN FROM THE SKIES"

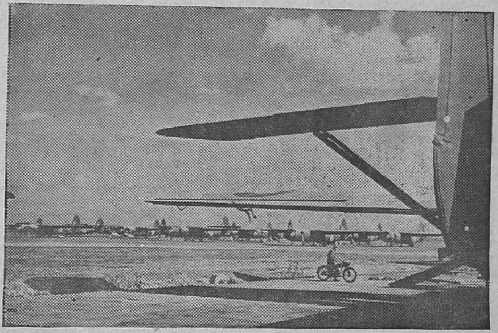
Within a space of 20 minutes scores of glider 'planes, carrying troops and equipment, were landed without a mishap at an English airfield (April 22).

Guns, ammunition, bicycles and other equipment rained from the skies by parachute, while on the ground, gliders poured out their load of troops, doctors and stretcher bearers. The demonstration was part of a large-scale combined exercise by the Royal Air Force and British and United States armies. It was watched by Air Chief Marshal Sir Arthur Tedder, Deputy Supreme Commander of the Allied Expeditionary Forces.

Picture shows *army cyclists going aboard a Horsa glider.*



Picture shows *a jeep being unloaded from a Horsa glider.*



Picture shows *aline-up of gliders ready for loading and take-off.*

FINE RECORD OF INDIAN AIR FORCE

Air and ground crews of the Indian Air Force operating on the Burma Front have been personally congratulated by Air Marshal Sir John Baldwin, Air Commander of the Third Tactical Air Force, on their achievements.

The following letter from the Air Marshal has been received by the Commanding Officers of Indian Air Force Squadrons of the Third Tactical Air Force:—

"For the first time in India's history squadrons of fighters and dive bombers manned by Indian pilots have operated in strength against the enemy. As part of the Third Tactical Air Force, which I am proud to command, the air and ground crews of the Indian Air Force have made a magnificent contribution to our success.

"You and your pilots have won honour and glory. S/Ldr. Mehar Singh, who commands one of your squadrons was awarded the D.S.O. for his brilliant exploits against the Japanese. S/Ldr. Mehar Singh is the first of your fellow countrymen in the Indian Air Force to win this decoration.

"Another of your commanding officers, S/Ldr. Arjan Singh, has been decorated with the D.F.C. No. 1, Indian Air Force Squadron which participated with distinction in the Burma Campaign of 1942 is back again on operations.

"The Indian Air Force is eleven years old. In these eleven years you have built up a strong, hard-hitting force. I should like to place on record my appreciation of the unity and strength achieved by the Indian Air Force in flying, fighting and bombing side by side with the Royal Air Force and United States of America Air Force.

"A big job has got to be done. We are fighting a ruthless and well-equipped enemy, as you are aware, but I have no doubt of the outcome. Carry on with the good work and when victory is won India will owe a great debt of gratitude to her flying sons of the Indian Air Force."

• • •

I.A.F. SQUADRON COMMANDER AWARDED D.F.C.

It is announced that His Majesty the King has approved the immediate award of the Distinguished Flying Cross to S/Ldr. Arjan Singh, Indian Air Force.

The citation promulgating the award says: "S/Ldr. Arjan Singh is a fearless and exceptional pilot with a profound knowledge of his specialized branch of tactical reconnaissance and he has imbued those under him with the same spirit." The citation refers to him as a fine leader and concludes: "The success of his squadron reflects the greatest credit upon him."

He was born at Kohali in Lyallpur, Punjab, 25 years ago. His father Sirdar Kishan Singh is a District Engineer on the Ceylon Government Railway and his only brother, L. A. C. Surat Singh is now undergoing a Pilot's course in Canada under the Empire Air Training Scheme.

S/Ldr. Arjan Singh was studying for his B.A. at the Government College, Lahore, when at the age of 19 he decided to join the Indian Air Force. He was successful in a competitive examination held at Delhi in August 1938 for entry into the R.A.F., College at Cranwell, England, where he received two years of up-to-date instruction in both flying and ground subjects. He returned to India, when he was commissioned in the Indian Air Force.

(Cotinued from page 14.)

firm economic ties. During its separation from Russia (1919-39), the country's economy, and particularly its most important branches of industry, were in a state of decline, while Russia, having adopted the Soviet system rapidly proceeded along the path of economic and cultural progress. In June 1940, the Esthonian people overthrew the reactionary clique that governed the country and elected a democratic State Diet which proclaimed the country a Soviet Republic. On August 6 of that year Esthonia affiliated to the U.S.S.R., with the status of a Union Republic. That gave a fresh impetus to the country's economic and cultural development.

Esthonia is inhabited by Esthonians—who constitute 88 per cent of the population—and Russians. The urban population constitutes about 30 per cent of the whole.

Before the invasion of the German fascist hordes, Esthonian industry was fairly well developed. The textile industry was represented by the 2 large Kreenholm and Baltic cotton mills, 3 cloth mills and 9 linen mills. It had large ship-building yards, railway car and cement works, saw, paper mills, and match and wood-working factories. The highly developed food industry produced natural fats, bacon and flour. Fishing was carried on in the Baltic Sea. Shale was mined (output 1,600,000 tons per annum) and converted into petrol and lubricating oil. The shale-refining industry of Esthonia was the largest of its kind in the world. Peat was extracted, and the water power of rivers was utilized to some extent.

FARMING

In agriculture, which occupied an important place in the country's economy, dairy farming and the cultivation of fodder crops predominated. The cultivation of cereals (rye, wheat and oats) was of secondary importance. In some places flax was cultivated and processed in local mills. Merchant shipping occupied an important place in Esthonia's economy, and her large ports. Tallinn and Paldisky, which are almost not icebound throughout the year, acquired considerable importance for the whole of the Soviet Union.

After Esthonia affiliated to the U.S.S.R., extensive industrial development was undertaken. Old plants were extended and the construction of new ones was begun. In one year of Soviet power the country's industrial output increased 63 per cent. Agriculture was mechanized. Measures were taken to develop the art and culture of the nation.

The land was nationalized and tens of thousands of peasants with little or no land received plots. Unemployment was abolished. The number of children attending school increased 33 per cent. Five higher educational establishments were functioning, one of which was the famous ancient university in Tartu (Yuryev).

The Esthonian people are bravely resisting the efforts of the invaders to Germanize the country, and are doing all in their power to assist the Red Army to defeat the German hordes.

LATVIA

[*Area*—65,800 *square kilometres, population*—1,971,000, *capital—Riga, population before the war*—385,000.]

The Latvian Soviet Socialist Republic (Latvia) lies on the coast of the Baltic Sea and the Gulf of Riga, on a plain intersected with picturesque hills and deep river valleys and lakes. Natural resources; timber, covering 27 per cent of the area of the country, arable lands requiring fertilizers, or drainage, the energy of rivers, estimated at 5,000,000 kwts., peat, estimated at 3,000 million tons, dolomites, limestone, chalk, clay, gypsum, and mineral water springs.

Latvia is inhabited by Letts, constituting 59 per cent of the population, Latgalians, a people kindred to the Letts and constituting 16 per cent of the population, Russians, Jews, Poles, Byelorussians and Lithuanians.

Until the end of World War I, Latvia was part of Russia, connected for many centuries with the Russian nation by common historical and cultural interests, by joint struggle against German invaders and against the Tsarist autocracy, and by strong economic ties.

During the period it was separated from Russia (1919-39), the country was in a constant state of economic distress. Industry declined, and many of the largest plants were closed down or else cut down production. Meanwhile, the Soviet Union was undergoing vast industrial and cultural development.

RE-UNION

On July 21, 1940, the democratically elected National Diet of Latvia proclaimed the country a Soviet Republic, and on August 5 of that year, it affiliated to the U.S.S.R. with the status of Union Republic.

A new glorious era opened for the Latvian people which, however, has been temporarily interrupted by the treacherous invasion of the U.S.S.R. by the German Fascists.

Latvia was predominantly an agricultural country, but at the same time it was the most industrialized of the Baltic republics. Here electrical engineering was developed. Railway shops and an iron and steel plant functioned. The country's production included rubber goods, dyes, mineral fertilizers, candles, and glassware. The food industry manufactured butter and linseed oil, cheese, meat products, starch, treacle, flour, spirits and sugar. Fishing—for herring, sprats, plaice and other fish—was carried on in the Baltic Sea and the Gulf of Riga. The country had large sawmills, paper mills, match factories and cement works. Latvia had a number of large electric power stations, outstanding among which were the Riga Power station with a capacity of 35,000 kwts., and the hydro-electric power station on the Western Dvina, with a capacity of 75,000 kwts.

In agriculture, dairy farming and meat packing predominated. In this connection an important item was cultivation of grass and fodder, which covered 27 per cent of the cultivated area, and also cereals, such as oats, rye, barley and wheat. Flax and sugar beet were also important items.

INDUSTRIAL DEVELOPMENT

After its affiliation to the U.S.S.R., extensive industrial development was undertaken; old plants were extended and new ones were built. Unemployment was abolished. The land became public property and was distributed for cultivation among the peasants who had little or no land. About 75,000 peasants obtained land for the first time. Tractors and modern agricultural machinery appeared in the fields.

Cultural development took a great step forward. The number of children attending school increased 50 per cent. The Universities, the Agricultural Academy, the Academy of Arts and the Conservatory were reorganized and enlarged.

The German Fascist invasion has temporarily interrupted the peaceful economic and cultural development of the Latvian Soviet Socialist Republic. But the Latvian people are fighting side by side with the other peoples of the U.S.S.R. to drive the hated invaders from their country and to regain their freedom.

LITHUANIA

[*Area*—60,000 *square kilometres, population*—2,880,000, *capital—Vilnius, population before the war*—250,000.]

The Lithuanian Soviet Socialist Republic (Lithuania) lies on the eastern coast of the Baltic Sea, on an undulating plain intersected with numerous lakes and marshes. It has a fertile soil, covered in parts by forest and peat bogs.

Lithuania is vitally connected with the peoples of the U.S.S.R. by their common struggle against the German invaders and against the Tsarist regime, and also by their common economic and cultural interests. In 1919, however, it was torn from Soviet Russia and remained separated for over 20 years. This separation proved fatal for the economy of the country and also retarded the development of its national culture. But in June 1940, the Lithuanian people overthrew their reactionary rulers and, exercising their sovereign rights, adopted the Soviet form of government and economy as the only guarantee of their national independence, the free development of their national culture and rapid economic growth.

On July 21, 1940, the National Diet of Lithuania that was elected by universal suffrage, proclaimed the country a Soviet Republic, which, on August 3, 1940, affiliated to the U.S.S.R. with the status of a Union Republic. The country is inhabited by Lithuanians, who constitute 85 per cent of the population, Russians, Jews, Poles, Byelorussians.

The Lithuanian S.S.R. is the most outstanding agricultural republic among the Soviet Socialist Republics of the Baltic coast.

The main branches of the economy of Lithuania are the breeding of dairy cattle and pigs and the cultivation of cereal crops. The crops grown are rye, wheat, oats and barley, and also flax and sugar beet. Fodder crops are an important item in connection with the breeding of dairy cattle.

Industry in Lithuania was mainly connected with the processing of agricultural produce. The food industry predominated: butter-making, bacon and other meat products, flour-milling and, just before the war, the refining of sugar was started. Lithuania also manufactured linen fabrics and yarn, cotton fabrics, leather and tobacco. Saw milling and the manufacture of plywood were important items of Lithuanian industry.

After its affiliation to the Soviet Union, extensive industrial development was undertaken in the republic. Unemployment was abolished, and in the course of year the number of workers engaged in industry increased 30 per cent. The land became public property, and 585,000 hectares was distributed for cultivation among the peasants who had little or no land. The fields began to be cultivated with tractors for the first time in Lithuania's history.

A great stimulus was given to the development of culture and public health. Social insurance was introduced, free medical service was established, schools, kindergartens and theatres were opened. The two universities in the country were extended and for the first time a Lithuanian Academy of Sciences was established.

The German Fascist fiends invaded Lithuania and, destroying her economic and cultural institutions, are trying to Germanize the country. But the Lithuanian people, jointly with all the peoples of the U.S.S.R., are fighting the invaders in order to restore the freedom and independence of their country.

KARELIA

[*Area*—**196,000** *square kilometres, population* **(1939)—469,000**, *capital—Petrozavodsk, population before the war*—**70,000.**]

The Karelo-Finnish Soviet Socialist Republic (Karelia) is situated in the north-west European part of the U.S.S.R., between the White Sea and the Baltic Sea, at the frontier of the U.S.S.R. and Finland. Karelia is called "the land of lakes, forests and granite.". It lies on an ancient granite bed once upon a time crushed and ground by a gigantic glacier.

Karelia is dotted with a labyrinth of lakes numbering over 26,000 and occupying no less than 15 per cent of its area. The largest lakes in Europe are to be found here—Lake Ladoga and Lake Onega. The Karelian lakes are connected with each other and with the adjacent seas—the White Sea and the Gulf of Finland—by numerous rivers with waterfalls which contain inexhaustible energy calculated at a million kilowatts. Two-thirds of the area of the Karelo-Finnish Republic is covered by dense pine and fir forests. In the south, these merge with forests of the famous Karelian birch, from which valuable furniture and other articles are made. The Karelo-Finnish S.S.R. is rich in granite, diabase, porphyry, sandstone, marble, mica, pegmatites, and also in iron, including titano-magnetites, non-ferrous metals, peat and other natural resources.

UNDER TSARIST REGIME

Under the Tsarist regime, the Karelians were driven from the arable lands to the regions of the marshes and dense forests, where they engaged in lumbering, hunting and fishing, and tilling tiny plots of land. They lived in extreme poverty, and were obliged to eat bread made of rye flour mixed with pine bark and straw. The people which had created the immortal epic poem "Kalevala" had no written language of their own, and Karelian spoken language was practically banned. Even the Russian schools were closed to the children of the poorer classes of the Karelian peasants. Industry was represented by one iron-smelting plant in Petrozavodsk, which had been established as far back as the days of Peter I. Karelia was a roadless country; only in winter, when its rapid rivers, lakes and marshes froze, was it possible to travel at all over the country. It was not until World War I that the first railway was built in Karelia, namely, the Murmansk Railway.

GREAT CHANGE

The whole face of the country was changed after Soviet rule was established. With the aid of the Russian people the Karelians for the first time in their history set up their own state. In 1923 the Karelian Autonomous Soviet Socialist Republic was formed. In March 1940, after the Soviet Union had been obliged to eliminate the anti-Soviet place D'armes on the Karelian Isthmus, and after peace had been concluded with Finland, the new regions on the isthmus and the northwest were joined to Karelia. The Finns in these regions united with their kinsmen, the Soviet Karelians, and the Karelo-Finnish Soviet Socialist Republic was formed with the status of a Union Republic.

The basis of Karelia's economy is timber. After Soviet power was established the timber output increased considerable and in 1939, reached almost 14,000,000 cubic metres, which was 8 times more than the output of 1913. Hand labour—the only implement being a primitive saw—gave way to electric saws, tractors and auto-transport. Good roads were laid running right into the depths of the forests, where convenient workers' settlements were built with large houses, public dining rooms, hospitals and schools equipped with electric light, telephones and radio. The saw-milling industry, concentrated at the river mouths on the White Sea coast, increased almost fourfold since the period of the Tsarist regime. The Karelo-Finnish republic became the largest cellulose and paper making centre in the U.S.S.R.

ECONOMY

Important items in Karelia's economy are the quarrying of granite, diabase and marble, and the extraction of field spar, mica and pegmatites. Machine building and ship-building are also developed. Large hydro-electric stations provide power for industry and supply the domestic requirements of the population. Fishing is extensively carried on in the lakes and off the coast of the White Sea.

Agriculture has made considerable progress under Soviet power, mainly in the South of the republic. Here potatoes and vegetables are the principal crops, although barley, oats, rye and wheat are also grown. These crops have increased tenfold compared with the period before the Revolution. Marshes have been drained and forests cleared in order to extend the cultivated area. Stock-breeding largely takes the form of dairy farming. In the north, reindeer are bred.

The Karelo-Finnish Soviet Republic has ceased to be a roadless country. Her territory is now intersected by a number of railways, and also by canals, which serve as important means of communication. The Stalin White Sea-Baltic Sea Canal, 227 kilometres long, was built in 1933. The Saima Canal connects the Gulf of Finland with Lake Saima.

POPULATION

The Karelian population has rapidly increased, and from 1920 to 1939 it doubled. Before Soviet rule literacy did not exceed 44 per cent of the entire population, and among the Karelians it barely reached 13 per cent. With the introduction of compulsory universal education, literacy became almost the universal rule. In 1939, 95 per cent could read and write. As many as 13 technical schools and three higher educational establishments have been opened. Karelian art has revived and is flourishing. Modern poets, artists and dramatists have appeared. Theatres have been built. The country has hundreds of public libraries and reading and recreation rooms.

The prosperous and happy life of the Karelian people was rudely disturbed by the invasion of Fascist Germany and Finland, which temporarily seized the western part of the country. Shoulder to shoulder with the peoples of all other nationalities of the Soviet Union, the Karelo-Finnish people are waging a heroic struggle to expel the invaders and to liberate their country.

MOLDAVIA

[*Area*—**34,000** *square kilometres, population* **—2,200,000**, *capital—Kishinev, population before the war*—**110,000.**]

The Moldavian Soviet Socialist Republic (Moldavia) is situated in the extreme southwest of the U.S.S.R., on the frontier of Rumania. It occupies an undulating but, in the main, flat plain between the rivers Pruth and Dniester, extending somewhat beyond the latter river. Only in the midlands is the plain intersected by low hills covered with oak, beach and birch. The country is rich in building materials such as limestone, brick-clay and sand used for making glass.

RUMANIAN OPPRESSION

Before the end of World War I, Moldavia, the major part of which is Bessarabia, belonged to Russia, but Rumania seized the country up to the Dniester and forcibly Rumanized it. This caused its economic and cultural decline. The area of cultivation of fruit, the vine and tobacco, and the stock of cattle diminished. Industrial output declined; the number of workers employed in industry was reduced 50 per cent. During the period they were in

occupation, the Rumanians exterminated over 30,000 of the inhabitants. Three hundred thousand inhabitants were obliged to flee the country, to the U.S.S.R. and other countries. Wretched poverty and high mortality were the lot of the Bessarabian rural districts. Infant mortality among the peasants was as high as 60 per cent.

Up to 60 per cent of the total population, and 73 per cent of the peasants, were illiterate. The Moldavian language and culture were banned, as also were those of the other nationalities inhabiting the country.

In Moldavia, on the other side of the Dnesster, life was entirely different Here, with the aid of the Russian and Ukrainian people, the Moldavian Autonomous Soviet Socialist Republic was formed, and agriculture, industry and Moldavian national culture made rapid progress.

In June 1940 the historic injustice of the annexation of Bessarabia by Rumania was removed. Bessarabia was restored to the Soviet Union. On August 2, 1940, the Supreme Soviet of the U.S.S.R. granted the petition of Moldavian people in Bessarabia to join with the people of the Moldavian Autonomous Republic to form a Soviet Socialist Republic, which received the status of a Union Republic.

NATIONAL LITERATURE

Seventy per cent of the population of this republic are Moldavians, the rest being Russians, Ukrainians and Jews. For the first time in their history, the Moldavian people acquired a written language and their own national literature. The number of schools and other cultural institutions in the country increased. The number of school children increased to half a million. There were three higher educational establishments functioning in the country—an agricultural and two higher pedagogical schools. In addition there were numerous technical schools, attended by 5,000 students. Newspapers were published in the Moldavian and other languages. National theatres were established. Hospitals, dispensaries, maternity homes and children's creches were built.

LAND

The Moldavian peasants, formerly landless or almost so, received allotments to develop their husbandry. In Bessarabia alone the peasants received land amounting to a total of 200,000 hectares. Following this, the peasants of the newly affiliated region formed collective farms, and the fertile black earth between the Pruth and Dnesster was cultivated with tractors and harvester combines. New orchards and vine yards were planted, mainly on the wooded down and adjacent valleys of the midlands. In Moldavia, grapes, both for dessert and for wine, plums, apples, pears, apricots, peaches and walnuts were grown. The vine yard area increased to 100,000 hectares. Tomatoes, egg-plants and marrows were grown to a large extent. Cereal crops also occupied an important place in Moldavia's agriculture and an extensive area was devoted to wheat, barley and maize. Other crops cultivated were sugar beet, tobacco and sunflower, the area of which steadily increased. Dairy farming and pig and poultry breeding were also important. Fishing was conducted in the Dnesster and Pruth.

INDUSTRY

Industry was, in the main engaged in processing the country's agricultural produce. The most important branches were wine-making, meat packing, the processing of natural fats, oil, flour milling and the manufacture of tobacco, and distilling. Stone quarrying and brick and tile making were also developed. An oil refinery, which had been standing idle for years under the Rumanian regime, was taken to develop the metal industry, which had scarcely existed in the country.

The Rumanian fascist clique, which has converted the country into an obedient tool of Hitlerite Germany, invaded and seized Moldavia. Bloody terror, national oppression and wretched poverty have again fallen to the lot of Moldavia. But the people have not resigned themselves to this fate. The fearless Moldavian partisans, backed by the entire Moldavian people, are striking telling blows at the Rumanian and German fascist invaders, and the day is not far distant when the gallant Red Army will drive their oppressors from the land.

WAR DIARY

BRITAIN AND GERMANY

7TH JUNE.—German aircraft penetrated inland into East Anglia and dropped bombs.

Last night aircraft of the Bomber Command attacked Ludwighaven.

8TH JUNE.—Three German aircraft were destroyed when enemy planes raided Britain last night.

Last night Allied bombers bombed Cologne.

Mr. Churchill and Lord Halifax made short statements on the progress of the Invasion.

The King and Prime Minister Churchill visited General Eisenhower at the Supreme Headquarters of the Allied Expeditionary Forces and Air Chief Marshal Sir Trafford Leigh-Mallory at the Headquarters of the Allied Air Forces.

9TH JUNE.—More than 750 American bombers attacked Munich area.

General George Marshal, Admiral King and General Arnold of United States arrived in London.

10TH JUNE.—R.A.F. Mosquitoes bombed Berlin last night.

11TH JUNE.—R.A.F. bombers raided Berlin last night.

12TH JUNE.—R.A.F. aircraft attacked Berlin last night.

Mr. Churchill gave His Majesty the King a full account of his visit to Normandy.

13TH JUNE.—Last night Allied bombers attacked Gelsenkirchen and Cologne. Over 750 American bombers from Italy bombed Munich area in daylight to-day.

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THE UNITED STATES OF AMERICA AND THE ATLANTIC

8TH JUNE.—Mr. Henry L. Stimson made a statement on the progress of the European Invasion.

9TH JUNE.—President Roosevelt told his press conference that slow progress was being made on the French front. He also announced that General De Gualle will meet him soon.

12TH JUNE.—President Roosevelt in a message to the Congress said the Germans' insane desire to wipe out the Jewish race in Europe continued undiminished.

13TH JUNE.—President Roosevelt speaking at the opening of the fifth war loan drive said that Japan can be forced to "unconditional surrender or national suicide much more rapidly than had been thought possible". He said that Germany "is the first on the list for destruction" and added: "Germany has her back against the wall, in fact against three walls at once".

* * *

INDIA, BURMA AND CEYLON

7TH JUNE.—The Japs withdrew rapidly in the Kohima area. Allied troops have occupied Chakhabama and Chozumi.

FOR YOUR RADIO DIARY

MADRAS—JUNE		16.—9-00 p.m.	Topical talk: By Dr. V. Venkappa.
,,	,,	17.—9-45 p.m.	Fighting Forces.
,,	,,	19.—9-00 p.m.	New Outlook: America.
,,	,,	21.—9-45 p.m.	"The Voice of America: relay from Delhi."
,,	,,	22.—9-00 p.m.	Common Cause.
,,	,,	23.—9-00 p.m.	Prelude to Peace: Rehabilitation.

8TH JUNE.—The Allied troops have captured Aradura Spur.

9TH JUNE.—In the Kohima sector the Japanese retreat southward along the road to Imphal continued. Kigwema and Kezoma, near Kohima were cleared of the enemy. Chintits captured Hola near Myitkyina. Allied troops occupied Chakrao, Kadongtee and Pinhmi.

10TH JUNE.—Allied troops thrushing south-east of Kohima encountered opposition at Viswema.

11TH JUNE.—Viswema has been cleared of the enemy.

12TH JUNE.—In the Imphal Sector Allied advance north of Kanglatongbi continued. In the neighbourhood of Bishenpur Allied patrols were active.

13TH JUNE.—Chinese troops occupied the rifle range, an enemy strong point in the north-west section of Myitkyina.

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RUSSIA AND FINLAND

8TH JUNE.—The Russians launched an offensive north of Jassy on a broad front and advanced several kilometres.

9TH JUNE.—North-west of Tarnapol, the Germans broke into an inhabited locality, but were dislodged. North of Jassy Soviet detachments gained another strong point and improved Russian positions.

10TH JUNE.—The Russians launched a general offensive in the Karelian Isthumus.

11TH JUNE.—Soviet troops advanced 25 kilometres through Finnish territory. More than 80 localities, including Teri Joki, were captured.

12TH JUNE.—In the western part of Karelian Isthumus fierce fighting continued.

Russians captured Rajvala, Kivinappa and over 30 other inhabited localities.

13TH JUNE.—The Red Army has reached a point less than 40 miles south of Viborg. North-west of Sokolniki, Russians beat back several German attempts to retake positions from which they had been ousted. North of Jassy, Germans attacked the position of one Soviet unit but were thrown back.

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ITALY, AFRICA AND THE MEDITERRANEAN

7TH JUNE.—Hard-fighting took place north-east of Rome. Allied forces have advanced more than 10 miles from Rome.

8TH JUNE.—The Allies have captured Civita Castellano, Civita Vecchia and Subiaco and Bracciano. Marshal Badoglio arrived in Rome.

9TH JUNE.—The Allied troops have captured Viterbo, Vetralca, Tarquinia, Fabrica de Roma, Tollo, Agosta, Palombara-Sabina, Sutri and Caprarola. The Allied forces have advanced up to 40 miles north of Rome.

Prince Umberto has charged Signor Bonomi, a former Italian Premier, with the task of forming a new Government. Marshal Badoglio has thus withdrawn from the political field.

10TH JUNE.—The Allied troops have advanced to about 57 miles from Rome. They have captured Tuscania, Vetralla, Maricone, Arsoli, Guiliano, Guardiagrele and Orsogna.

11TH JUNE.—Indian troops captured Pescara. Other places occupied by the Allies include Chieti. Sulomona has been evacuated by the enemy as also the island of San Stefano.

12TH JUNE.—The Allies captured Avezzano and Poggio Soma Villa.

13TH JUNE.—The Allied troops occupied Capelle, and Popoli and have crossed the Saline river.

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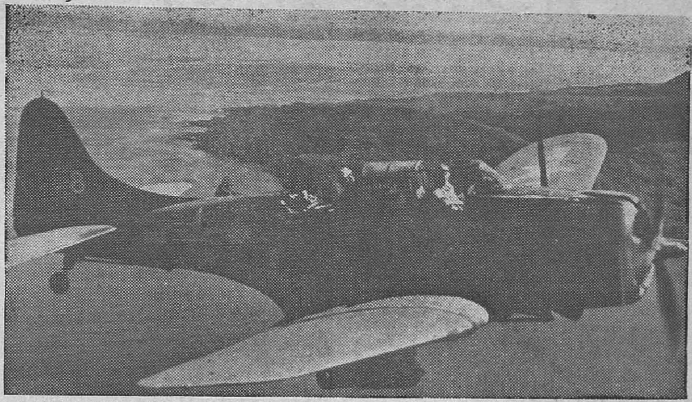
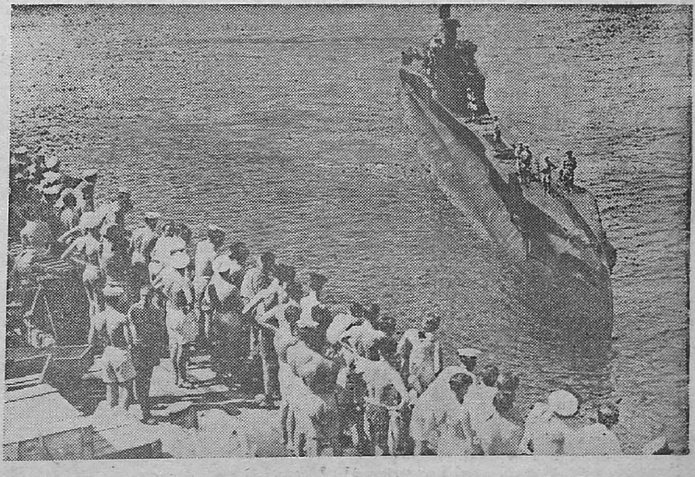
VICHY, FREE FRANCE AND THE OCCUPIED COUNTRIES

7TH JUNE.—Allied troops landed in Orne area, in the western coast of Normandy and some other places. The Allies have established a bridgehead 21 miles wide and 6 miles deep in one sector. In some places advanced to 12 miles within the land.



UNITED STATES NAVY DIVE BOMBER OVER THE PACIFIC.—A rugged United States Navy Dauntless dive bomber roars past a Pacific island on a mission against the Japanese. Carrying 1,000 pounds of bombs, the heavily armed dive bomber has a range of approximately 1,000 miles and a top speed of more than 250 miles per hour. Dauntless planes have played an important part in attacks on enemy shipping in the Pacific.



WITH THE EASTERN FLEET.—Back from a successful patrol in Far Eastern waters, one of H.M. submarines arriving at the depot ship.

Allied bombers attacked Ploesti, Borasov, and Pitesti in Rumania and Belgrade in Yugoslavia.

8TH JUNE.—The Allies have captured Bayeux. The Bayeux-Caen road has been cut at several points. General Eisenhower who visited the beachhead and has issued a statement on the situation. General Montgomery has reached France. Allies bombed Paris area heavily.

9TH JUNE.—Despite German resistance, Allied troops continued to make progress in all areas and the beachheads were enlarged and widened to more than 36 miles. Allies occupied Formigny, Saint Mere Eglise, etc.

10TH JUNE.—General Montgomery, Commander of the British and Empire Armies invading France, has set up his headquarters in France. The Allies have captured Trevieres and Isigny. Allied aircraft bombed Flers, Rennes and Lemans in North France; Ploesti oil-fields in Rumania.

11TH JUNE.—Allied forces have captured Lison and Tilly Sur Suelles. The Allied beachhead is now 51 miles long and 10½ miles inland at the deepest point.

Anglo-American planes bombed Constanza, Giurgiu and Fossani in Rumania.

12TH JUNE.—Americans have taken *Carentan*. The linking of the beachheads in Normandy is now complete. A coastal stretch of 60 miles in length and 18 miles deep, is firmly in the hands of the Allies.

Mr. Churchill accompanied by General Smuts, and the Chief of the Supreme General Staff, Sir Alan Brooke, visited Normandy beachhead. General Eisenhower with United States Service Chiefs General Marshall, Admiral King and General Arnold, made a five-hour tour of the United States sector of the front in Normandy coast.

13TH JUNE.—The Allies have captured Montebourg, Le Ham and Pont L'Abbe.

American planes attacked Innsbruck in Austria.

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THE NEUTRAL COUNTRIES

11TH JUNE.—It is understood that Sweden has agreed to stop exports of ball-bearings to Germany altogether and cut down other exports by 20 per cent.

The Prime Minister of Sweden, Mr. Albin Hansson, said that Sweden has "considerably strengthened her present military preparedness."

THE FAR EAST

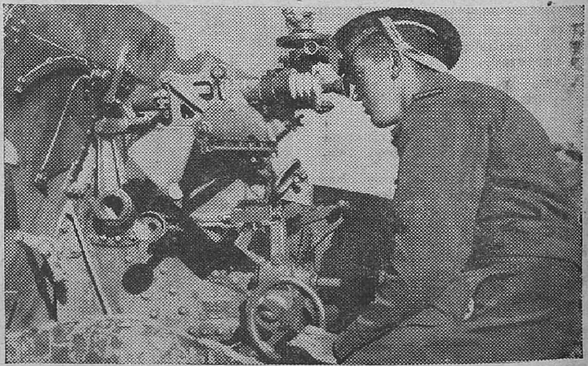
7TH JUNE.—Allied bombers attacked Rabaul.

8TH JUNE.—The American forces have captured the important Japanese aerodrome at Mokmer on Biak Island. Allied troops occupied Mawaraka on Gazelle Harbour. Timoi, Truk, Rabaul and Wewak were bombed by the Allied planes.

9TH JUNE.—American bombers attacked Truk, Wewak and Noemfour. North-west of New Guinea a Jap cruiser was hit and damaged.

10TH JUNE.—It is reported that four Jap destroyers were sunk by Allied bombers off the Dutch New Guinea coast.

SON OF FAMOUS UNITED STATES INVENTOR NAMED CHAIRMAN OF UNITED CHINA RELIEF.—At a reception in New York City, following his election as National Chairman of United China Relief, Charles Edison (centre), *son of the noted American inventor, Thomas A. Edison, and former Governor of the Eastern U.S. State of New Jersey, confers with his associates, Henry Luce* (left), *American publisher and editor, and Dr. T. F. Tsiang, Chinese delegate to the United Nations Relief and Rehabilitation Administration. In accepting his new office, Mr. Edison declared : " It is an honor to work with our Chinese Allies who have fought for so many years and so valiantly against the ruthlessness, treachery and tyranny of Japan."*



NEW ZEALAND TROOPS IN ITALY.—New Zealand gunner sighting the range on to an enemy target during an action in Italy.

The Allied forces mopped up the remaining Jap positions on Biak Island. Allied bombers attacked objectives in Truk, Aroe, Tanimbar Islands, Wewak and Hansa Bay.

11TH JUNE.—It is revealed that Allies have attacked the Ocean Island. Enemy positions of Saipan, Tinian and Guam in the Mariana Islands were attacked by Allied aircraft.

The Chinese forces have captured the Burma Road city of Lungling.

12TH JUNE.—Truk and other enemy positions were attacked by Allied planes.

United States submaries have sunk 18 more Jap supply ships in the Pacific, it is announced to-day.

13TH JUNE.—Over 141 Japanese aircraft were shot down and 13 Jap ships sunk in a three-day operation by an U. 6, Task force against four islands in the Marianas in the North-west Pacific from June 10 to 12. Sixteen other Jap vessels were heavily damaged.

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